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GM GENERAL MOTORS

War-Craftsman

VOLUME 3 JANUARY, 1944 NUMBER 1

WILL JOHNNY COME MARCHING HOME IN '44?

THE MOST SIGNIFIGANT YEAR IN HUMAN HISTORY is the way 1944 has been described in advance by many men who realize its meaning. In the last days of 1943 the shadow of 1944's epic events was cast at the conference at Teheran. Out of that world shaking conference came this simple declaration:

"We look to the day when all peoples of the world may live free lives, untouched by tyranny and according to their varying desires and their own consciences.

"We came here with [illegible] determination, we leave here friends in spirit and in purpose."

It well becomes us as employees of a war industry to examine where each of us fits in to that "purpose," which alone can lead to victory in 1944. Let us resolve to play our part with everything that's in us to speed the victory and bring them home.

(See Editorial, page 8)

FIRST MAXIMUM AWARD WINNER AT REGINA PLANT

Regina Suggestion Winners

TOP AWARD WINNER William Kennedy, is the first Regina plant employee to win $750.00 in Victory Bonds for a material and labour saving suggestion. Here he counts his reward for thinking on the job.

OTHER BIG WINNERS in Regina were E. Llewellyn, left, with two suggestions totalling $65.00 in value and C. Bertholt, right, whose award was a $100.00 Victory Bond.

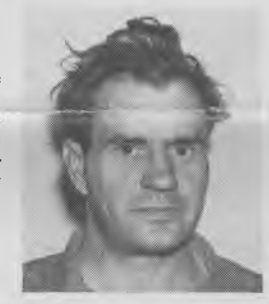
Wm. Kennedy Earns $750; Two Other Men Make Valuable Suggestions

Evidence of continued interest in the Suggestion Plan at Regina is shown this month by the large volume of new awards, among which is the first maximum award and reports on two other employees who received high returns for their suggestions for victory.

William Kennedy is the first R.I.L. employee to cash in an idea for the coveted top honours in the Suggestion Plan and $750.00 in Victory Bonds and War Savings Certificates.

C. Berthold earned $100.00 in a class "A" suggestion and E. Llewellyn gets $65.00 total for two suggestions submitted within the month. These and other suggestion winners whose pictures are shown on this page are indicative of the swelling interest in the plan evidenced by R.I.L. employees.

Kennedy's suggestion called for the using of a short piece of steel tubing, which up until that time had gone to the scrap pile. This piece was cut off, from the pull bar of the universal gun mount. Although dimensions were slightly different, the piece was usable as suggested and resulted in complete cancellation of material for the second part.



AWARD WINNER at the Walkerville Engine Plant last month was Kenneth R. Price for a Class C suggestion on improving an assembly line operation.

Summary Awards Under Oshawa Plan

Two High Awards Go To Inspection and Tool Men

The latest list released by the Suggestion Plan Committee at Oshawa, shows Harold Hamilton of the C. P. Inspection Department and William Vetzel of the North Plant Tool Room have won awards valued at a total of close to $150.00.

Harold Hamilton won $90.50 because he observed that mud flaps on army vehicles were a few inches wider than necessary to perform their function and suggested that the width be reduced. His suggestion has been put into effect and he reaps the reward of the material saved.

William Vetzel won $50.00 for suggesting a plant adjustment that makes extra room available for storing valuable dies in a safe place.

Awards paid under the Employee Suggestion Plan at Oshawa, not previously published by the War-Craftsman are as follows:

Employee	Department	Award
N.C.W. Corner.	War Parts	$15.00
Wm. Vetzel.	N.P. Tool Room.	50.00
Burton I. Van Slyke.	Trim Shop.	15.00
E. D. Pollard.	Maintenance.	5.00
W. R. Smithers.	Maintenance.	25.00
M. Bowman.	Shipping.	20.00
J. L. O'Boyle.	Shipping.	6.50
Frank P. Haensgen.	Body Assembly.	20.00
Harold Hamilton.	C.P. Inspection.	90.50
Mervin S. Knapp.	Aircraft.	15.00
James A. Aldous.	Trim Shop.	10.00
R. A. Jones.	Body Assembly.	1.75
Michael Healey.	Body Assembly.	5.00
George Freeman.	Parts & Service.	25.00

"One-For-One" Donor Committee Passes Half Way Point In Drive

Appreciation Expressed To GM Employees As Oshawa Clinic Establishes All Canada Record

The "One for One Committee" organized among many-time GM blood donors at the Oshawa Clinic, with an ultimate objective of 1,000 new pledges, appeared to have arrived at the half way mark just before Christmas, as planned. While complete figures were not available, new pledges were being turned in to the Clinic at the rate of fifty or more a day during the ten day period before the holiday. The three chairmen of this Committee, whose objective is to secure one GM blood donor for every GM man in the armed forces, stated that the job was just nicely under way. They expressed the hope that far more than just the objective would be reached because the troops can't have too much fighting blood to back them up.

Bill McNeill, co-chairman of the Committee for the North Plant gives a glowing report of the response received to requests for new donors in the Wiring and Harness Department. He especially mentions Mrs. Hall, who has undertaken a personal canvass among women employees there. Others in the North Plant who are doing much towards the success of the campaign are: Reg. Locke, Matt Bowman, S. O. Weeks, Peter Furey, Irvine Crowie, George A. Taylor, Ted. Sully, H. S. Weeks, Lorne Beale, Charlie Weeks, Peter Gennon, Roy Morton, Jimmie Pickup, Henry Smith, Joe Judge.

In the West Plant and War Services Department, where Howard Luke is co-chairman, two outstanding events are worth recording. "In two days," says Howard, "Roy Carr and Jack Biddulph secured 57 new pledges from the War Services Department, thus boosting their per capita percentage of blood donors to one of the highest for any large department in General Motors. Margaret Arthur, whose husband is a prisoner of war in Tokyo, asked for 30 pledge cards to circulate among the girls in the Aircraft Division and returned them all signed. Ed. Cox, also of Aircraft Division and a veteran of the last war, and himself an 8-time donor, has accounted for many new pledges." Howard says he feels sure the West Plant will hold up

(Continued on page 3, col. 1)

AWARD PRESENTATION to veteran driver, Elmer Glover, right, senior man among 19 drivers who received awards for varying lengths of No Accident Driving. Awards were presented by J. B. Highfield.

No-Accident Awards Presented To 19 Oshawa Truck Drivers

Meeting Hears Praise For Veterans In Material Handling Department By J. B. Highfield and R. B. Reddoch

Awards for no accident driving were presented to nineteen Oshawa GM truck drivers at the December meeting of supervisory staff by J. B. Highfield, General Manufacturing Manager.

Mr. Highfield pointed out that "You men, and particularly those with eight, nine or ten years safe driving records, have certainly qualified not only for these awards but for the respect due you for the care and attention you have given to your jobs.

"These Ontario Safety League no-accident awards were won by five men who have an enviable record of ten years without a single accident. The five top notchers are: C. Connell, R. J. Yeo, M. Knipe, L. Reid, Elmer Glover.

Three men who were close to the above five in performance are A. Borrows and T. Willoughby with nine years, and N. McEvers with an eight-year record.

Other awards presented were mostly to newer men in the material handling department who have completed one and two years of safe driving. The two year honoured men were: W. Owen, G. Crawford, R. McEachern, H. Osborne, C. Hill, C. Breen, I. Shortridge.

The following have qualified for a one-year award: B. Wallace, G. Glover, W. L. McMaster, W. Reid, L. C. Ptolemy.

A lapel pin was presented to each driver as a token of his safety consciousness.

R. B. Reddoch, Chairman of the meeting highly praised the good work of the drivers.

"ONE-FOR-ONE" DONOR

(Continued from page 2)

their end with the other groups of GM employees.

Although a little late in getting the campaign under way, the office section of the Committee under co-chairman Ron Snowden, had begun to turn in many new pledge cards before the holiday season and expect to exceed their quota early this year. Aiding in the office drive are: Bill Gummow, Parts and Service; Charlie Yule, 4th. floor, main office; Reg. Burr, 3rd. floor; Ed. Farrow, 2nd. floor, and W. L. Pierson of the 1st. floor.

J. H. Beaton, secretary of the Oshawa Clinic, announced on December 23rd. that the year's objective of 15,000 donations had been successfully attained. "This is the highest per capita record achieved in Canada," said Mr. Beaton, "and we are very proud of it. We should like to express our appreciation to General Motors donors for their part in this record."

VISITS B.C.I. FRIENDS

Writer Roy Dunlop, R.C.N., formerly of the Accounting staff at Border Cities Industries, called in to say "hello" to his friend in the office the other day. He was on his way to the East Coast for further posting.

Season's Greetings To GM People From Ontario Regiment

Having just received a copy of "The Front Line" I am taking time to acknowledge its receipt. In doing so I must tell you something about the Regiment's activities. At the moment I am sitting in the cab of one of GM's. trucks, which up to date has covered a considerable number of miles and appears to be quite capable of doing many more. I must say the cab makes a marvellous shelter from rain. As you will understand, the rainy season is in progress in Italy where we are at the moment, having left Sicily a while ago. It will be interesting to our many friends to know the Regiment has experienced action and suffered some casualties. However, we go on and on until the end which we all hope to be not far off. The Regiment's personnel maintain very good health and retain their high spirit. On behalf of them all I extend to all G.M.C. employees the season's greetings and hope that the New Year will be a victorious one, bringing us all back together again.

R.S.M. J. Barker.

CASH IN ON YOUR SAFETY CONSCIOUSNESS

HERE'S a homemade crossword puzzle, particularly pertaining to General Motors plants, and there are seventy dollars worth of good reasons why you should send in your solution. The reasons are in the form of War Savingss Certificates. The awards will be made as follows:

First Prize—$25 War Savings Certificate.
Second Prize—$10 War Savings Certificate.
Third Prize—$10 War Savings Certificate.
Fourth Prize—$5 War Savings Certificate.
5th, 6th, 7th and 8th Prizes—$5 each in War Savings Certificates.

Just complete the crossword puzzle and state in not more than fifty words how you would "Make Employees More Safety-Minded." You may even have the folks at home give you a lift. No one will ever know. Forget the fancy wording and composition. Just explain in your own words how you'd go about making people safety-minded. Put yourself in the shoes of the members of the Safety Department who are scouting about daily, seeking new methods to make your work safer. Attach this to the puzzle and send it into the Safety Department or drop it in a Suggestion Box before January 20.

Announcement of the awards will be made as soon as possible, and the decision of the judges is final.

HORIZONTAL

1. Long, loose hair is likely to get this in a machine.
6. Describes the action of the boys at Dieppe.
11. Correlative of either.
12. What you don't (we hope) use to clean your clothes or dry your hands. (Veddy dangerous).
14. Report accidents (abbr.).
15. What a rolling stone doesn't gather.
16. Always alert (abbr.).
17. When there's a new arrival in the family be sure to bring one of these for each of the boys.
18. Modern methods (abbr.).
19. Large snake (none you know).
21. Half a team.
22. Stupid person—like the one who runs his machine without the guard.
24. Given you to listen with (especially to G.M. safety suggestions).
25. One third of eleven.
26. What we all try to make.
29. What the smart operator does before he oils his machine.
31. Get tough (abbr.).
33. What they threaten to put on long-haired men (that or a brush cut).
34. Formerly—(archaic).
35. Report to the plant hospital and have the nurse remove this.
36. Bad scalpings occurred when a girl wore this.
37. Kind of light.
38. Time when there's too much running and too many falls.
40. Don't tell even this much of a secret.
41. Never lift a tote pan when it's this.
42. The kind of pan in horizontal 41.
43. What haste makes.
44. Leases (but not the lend kind).
45. Unit of power.
46. Hitch your wagon to this.
47. Oil's slippery (abbr.).

VERTICAL

1. What we should use in every operation we make (two words).
2. Smell.
3. Inflammable, explosive and rationed. Handle with care.
4. Form of hello—also state after too many drinks. Not good for work the next day.
5. Practically everyone carries this some time between 11:30 A.M. and 1:00 P.M.
6. Home without me.
7. What the girls have a hard time finding these days.
8. When you drive a horse and buggy you hold these in your hands (unless the horse knows his way home).
9. How your foreman gets sometimes.
10. The main cause of accidents.
13. Opposite of love.
19. Expectorates without an "S." Not allowed on the floor.
20. If only half of this gets caught in a spindle, it's still bad.
23. The first one will be here soon, and the first name is Jack.
27. Suited.
28. If they do this to you on a desert island, have them leave a blonde.
30. A poem is never so lovely as this.
31. Never to be worn by machine operators.
32. Not big.
33. Every woman likes to be the ——— of attraction. (American spelling).
35. A good thing to set on.
37. Combined with egg—it's nice for a rainy day.
39. Man's name.
41. "Keep your ——— on!" Said mostly to the girls on the machining side.
43. Cut the "WAC's" once more and this is what they'll be.
44. Report accidents (abbr.). It's worth repetition.

NEWS FROM GM MEN IN THE ARMED FORCES

GM Men Tell Of Receiving Swell Christmas Packages

Letters Coming In From All Fronts Thank Company And Employees For Cigarettes and Gift Boxes

From the battle fronts in Italy, Sicily and North Africa: from men in the air services, fighting over occupied Europe; from men on the high seas and coastal naval bases; from men in New Foundland and the Aleutians, come letters of appreciation to the Company and Employees for Christmas boxes and cigarettes—many of which have already arrived at their destination. Sample letters from the various front all express armed forces men's very great gratitude at being remembered in this way. Here are excerpts from a few of the first to be received:

George Abel, E.R.A., H.M.C.S. Shelburne, formerly a welding instructor in the North Plant, Oshawa, says: "I wish to thank you one and all for your kind consideration in sending me a Christmas parcel. Needless to say it was really appreciated."

L.A.C. Young, R.C.A.F. Overseas, formerly of Miller's Garage, Brechin, tells us, "I received your grand parcel and cigarettes, and thanks a million. I had five days leave recently, and the Newfoundland people treat you swell and can't seem to do enough for you."

Pte. Howard Vann, Cen. Med. Forces, formerly with Rods and Tubing Department, Oshawa, writes, "Your parcel and cigarettes arrived and find me feeling well—at least I will, if I can keep from being torn apart. The boys get sort of excited when Canadian cigarettes arrive."

Bdr. M.P. Proctor, C.A.O., formerly of Shipping Department in Oshawa, says, "I have received your Christmas gift and I am very grateful. I certainly like hearing from home."

Sgt. G. Mills, Persia and Iraq forces, formerly with the T. & H. Electric dealer at Hamilton, Ont., says: "I received 300 Buckingham cigarettes from General Motors employees, and they sure got here at the right time. They are my favourite brand."

Ft. Lt. Charles E. Hill, Newfoundland, formerly of the Sales Department, Oshawa: "It is difficult to express my thanks adequately, but please be assured I do appreciate your token of remembrance, the generous Christmas parcel which I have just recently received. With this spirit behind them the boys out on the active fronts will be better able to do the real job that is necessary to win. It is pleasant indeed to anticipate a return to normal in the not too distant future. Best wishes to my friends in General Motors for a successful 1944.

Christmas parcels and cigarettes were sent overseas to General Motors armed forces men by the Company, the North Plant Tool and Die Committee, the B. C. (1 & 4) Cigarette Fund, the West Plant Committee, the General Motors War Veteran's Association, and the Women's Auxiliary of the local Automobile Workers.

GM Man In Overseas Paratroop Battalion

Corporal Norman Wilton in Canada's First Airborne Troops

The first battalion of Canada's airborne forces landed in England recently and among them was a well known Oshawa boy, Corporal Norman Wilton, who was a pattern maker at the Oshawa plant immediately prior to his enlistment in the army. His father, Herb. Wilton works in the Parts Department at Oshawa.

CPL. NORMAN WILTON

Volunteering as a paratrooper Corporal Wilton took his training at Fort Benning, Ga., and at Camp Shilo, Manitoba.

"We are training with the English paratroops, who in recent months have done so well in the Middle East," Norman writes. "Their experience is going to prove invaluable to us when our turn for action comes, which we hope, is in the near future.

"Since coming to England we have learned the British technique in jumping, which is quite different from the American. Both provide plenty of thrills though. So unlike many units in training, time never hangs heavy on our hands. Leaves are plentiful and food and entertainment excellent."

WITH THE ROYAL NAVY on a destroyer is Noble McCoy, formerly a body welder on army cabs in the Oshawa GM plant. Recently on a leave in New York, he managed to get home for 22 hours with his parents in Timmins.

H. M. C. S. VILLE DE QUEBEC

COMPLIMENTS OF THE SEASON were sent to all GM folks through the editor of War-Craftsman in a very unusual and appropriate way by Jack Mitchell, E.R.A., H.M.C.S., Ville de Quebec. Jack formerly was employed by the GM dealer at Leamington, Ont. He says, "The card enclosed depicts a scene from a little fun we had in the Mediterranean, somewhere between Oran and Algiers during the North African campaign." It was learned that Jack received a D.S.M. for gallant action represented by the scene shown in the above reproduction.

GM HONOR ROLL MEN whose names were published in last month's list of new additions are AC2 Wm. J. Craig, left, and Robert J. Harman. Both are from the Oshawa plant.

Additions to GM Honor Roll

OSHAWA

Winton W. Bagnell, William J. Bennett, Dudley V. Bradd, Orville W. Bradley, Robert J. Carnegie, Ralph G. Cooke, William P. Dick, Jean E. Eyre, Lorne J. Fenton, Clarence A. Fisher, Keith C. Fletcher, Walter J. Flowle, William G. Godfrey, John Gravelle, William R. Hayes, William C. Judd, William J. Judge, George Kocho, James F. McCullough, John Pollard, Jr., Ernest M. Rakin, Rosse E. Richards, Stanley Rogers, Stephan Rosnak, Russell H. J. Saunders, Melville S. Southern, Bernard Stankovits, William M. Stewart, Muriel E. Sturch, Francis Tobin, Harold A. Tubb, Kathleen Warburton, Phillip E. Weales, Bruce H. White, Douglas W. Wilson, Gearld V. Winters.

CALGARY PARTS DEPOT

Archie Wilson Lyons.

REGINA INDUSTRIES

Wm. Ciz, Frank Baumgartner.

DEALERS

John Adrian, John E. Blair, Robert Chartrand, Eleanora Hoskinson, C. W. McAdam, John Patrick McAvoy, Ralph A. G. Newton, Victor Robinson.

Maintain 500 Vehicles In Army Service Shop

Former GM Dealer Man Says Equipment is Very Best

"The weather in England is pleasant and mild with frequent intervals of rain and fog, which we must expect at this time of the year," says Major J. H. Cornell, formerly of Maguire Motors, a GM dealer in London, Ontario. "Our work shop, the biggest of the Canadian Army over here, is the pride of the R.C.A.S.C. We have the finest tools obtainable and our Work Shop is equipped better than any dealership I have ever seen, either in Canada or United States. I must say that I am very proud to be in charge of it. We have over 500 vehicles to maintain and service, so you can see we have a big job to keep them rolling.

"I have had lots of wonderful experiences since I have been over here including flights in some of the fastest planes, once during the "blitz" when things were happening very fast. The English have a right to be proud of this beautiful country—it is the most beautiful sight I have ever seen from the air.

We hear hundreds of bombers going over here every night to drop their bombs on the Germans. In the daytime we see large bomber and fighter formations on their way to give the Germans a good pasting and, oh boy, are they dishing it out.

This will be my fifth Christmas here, and I imagine when I see the lights go on again, the light will dazzle me so much, I will feel that I am in a new world.

FROM THE ARMED FORCES LETTER BOX

Sgt. J. K. Lang, C.A.O., Wiring and Harness Dept., Oshawa: "It was good to get a letter with the good old familiar General Motors up on the left hand corner. I am on the most interesting and particular job in the army. My work is to see that the guns are kept in first class working order, and it keeps one busy as they take plenty of abuse. Our army is equipped with the best guns in the world. They do not play out quickly like Jerry's do. That is one reason we were able to go to Italy and keep pounding. Our equipment stood up and was ready to continue. I see plenty of GM trucks on manouvers and they are doing a good job over here. Our big guns weigh plenty but they get them through some tough going without a grunt.

"I was fortunate to be on work at an Ack Ack battery the other night and an enemy plane was brought down in flames by the same crew. From what I saw and the precision with which that crew worked, it's no wonder that enemy planes are getting scarce in English skies.

"I would like to be remembered to Mr. Bulmer, T. Brooks and Scott Hubbell."

* * *

John C. Broughton, Piston Department, Walkerville Engine Plant: "I receive the "Front Line" regularly and appreciate being kept in with the happenings around General Motors plants. Thanks a lot. For some time I was instructing in the Tank Corps at Camp Borden. Just recently I was confined to a casualty restraining centre to recover from a bout of pneumonia. Please give my best regards to the boys in the Piston Department, and tell them I'd like to hear from them before that great day comes when I shall be back on the job."

* * *

Pte. John F. Plumb, C.A.O.a salesman, Wesley Thompson, Chevrolet Sales & Service at Petrolia, Ont.: "I have just returned from a 4-month course on wireless operations, learning to send and receive Morse code and also the procedure of operating wireless sets while in action against the enemy. I passed this course with honours. I am still with the unit I enlisted with in Canada and at present am driving a Chevrolet utility van, and get good results from it."

* * *

Pte. L. K. Burton, Central Med. Forces, Shipping Dept., Oshawa: "I have travelled considerably this last while and now I'm in Italy. I sure get some first class news from many of the boys up front. Just a couple of days ago I met two fellows from Oshawa and they gave me some vivid tales of the battle of Sicily and so on up through Italy. From the "Front Line" I see that you are down to real routine as to the manufacture of airplane fuselages. Many of the boys in our unit receive papers from home, but we're still behind months. Our sunny weather is just about gone. This summer I didn't believe that it could ever become cold, but I have found out differently. We have shows here—movies, the Canadian Legion and Auxiliary Services entertainments."

* * *

Sgt. G. Mills, R.A.F. Persia and Iraq Forces, T. & H. Electric United Motors Service dealer at Hamilton: "I've been knocked around quite a bit of the "Glorious Romantic East" and I fail to see any glory knocking around loose anywhere, and what is even more disappointing, there sure isn't any romance. As a matter of fact, if there is anything that will drive thoughts of romance out of a person's head faster than a walk through **any** Eastern city, I'd like to know what it is. Today I got a ride down to a town near the camp, and had a stroll through the bazaars and boy oh boy, what a selection of smells. There was a quarter mile stretch where the smells changed at every pace or two, and it was impossible to pick out the worst. To make matters worse, the people of this country are undergoing the Fast of Ramidan, where they forego all sorts of luxuries, such as eating during the day time, for thirty days. This affected us, in that smoking was strictly taboo, and we had to suffer from the smells a full hour without a fag, before we got back to the truck again."

* * *

Lance Corporal Steve Collingham, Italian Forces, Mid Town Motor Sales, Montreal. In a letter to E. A. Everson, president of our Pontiac-Buick Dealership in Montreal, Steve Collingwood says in part: "I am sure you will be interested to know that the 8th Army of whom you have heard so much, speak very highly of GM products and the way they performed in the desert during the African campaign. As a Johnny on the spot in Italy, I can assure you they are really standing up to some hard work, and one must see and know the conditions under which they operate to fully realize just how tough the going is."

* * *

Sgt. Frank J. Fontaine, Central Med. Forces, Stamping Plant, Oshawa: "By all reports we shall have a white Christmas for a change over here, because it's rather chilly and there's snow on the mountain tops. Last week I bumped into R.S.M. Barker, of the Ontario Regiment, who used to be a policeman on No. 9 gate. We had a chat about old times. It sure does a guy good to run into a mate from the home town and sort of get all the low down."

In Memoriam

Pte. Eric Cheetham has joined the ranks of GM men in the forces who have made the supreme sacrifice for their country. Pte. Cheetham left the Light Reject Department at Oshawa to join the army in June, 1941. His father, Ed. Cheetham, also an employee, received word on Sunday, December 19th, while visiting Pte. Cheetham's wife and two-year-old daughter in Bowmanville, that Eric was killed in action in Italy. In November, Eric was reported wounded in Sicily when the truck he was driving ran over a land mine, but he returned to active duty again in time to participate in the famous Canadian action with Montgomery's troops on the Italian-Adriatic coast. Everett Cheetham, a brother of Eric's is also employed at General Motors and he has two sisters, Evelyn and Elaine.

Know Your Plant . . .

NO. 5 OF A SERIES
TRAFFIC DEPARTMENT

ON THEIR WAY to the battle fronts of the world are these crated army trucks routed by the traffic department to secret destinations. Traffic men also run 24 hours a day.

A VETERAN'S DEPARTMENT. Twelve of the Traffic Department's employees average over 20 years service with the company, with Harvey Hagerman celebrating his 34th anniversary this year and Hazel Yelland her 27th. Left to righ hey are: D. M. (Dunc) MacLennan, Ken Stroud, Jimmie Kemp, Ina Sim Morgan, D. H. Lander, Harvey Hagerman, Irene Hull, Rose Mack, Jean Hanna, Hazel Yelland, Eileen Clark.

SERVICE IS THE MOTTO of the Staff Garage men who are members of the Traffic Department. Left to right they are: Roy Stephens, Heck Jewison, Wilf Harris, Ivor Davies, Bob Wilson.

All Material In Or Out Is Under "Traffic's" Eye

If a wall were built around the General Motors plant at Oshawa, through which no material could come and no finished products could leave, you would have General Motors without a Traffic Department. Traffic is one department of which the average man in General Motors plants knows very little. In a broad sense the Department is responsible for all incoming parts and materials from the time they leave the point of shipment at the factories of hundreds of sources until they are safely in the GM Receiving Department and all out-going finished products from the time they leave the plant until they reach their final destination are the responsibility of the Traffic Department.

HAROLD COPPIN

Here is a story that will illustrate the efficiency of one section of this department in spotting freight cars. Following the Government sponsored 500,000th Military Vehicle Ceremony, an urgent call was received from Ottawa asking about the location of one of the vehicles which had been displayed. The Government man wanted this vehicle sent to an army camp, instead of returned to Ottawa as originally

(Continued on page 10, col. 2)

PUTTING OURSELVES

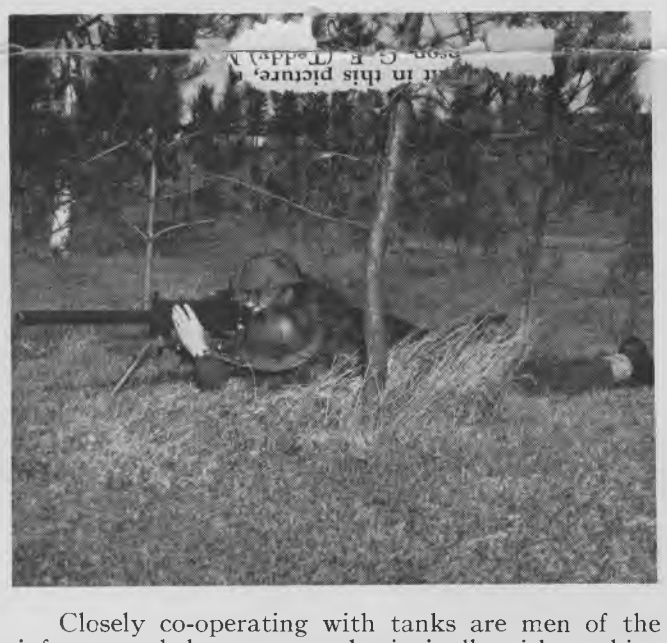
Each GM Worker's Story Will Be
The Beaches On Th

IF the final smash at Fortress Europe should begin tomorrow, or next day—or next month—it would be interesting to look back over the 23 months since General Motors turned its whole industrial machine into an arsenal for the United Nations, to see where we stand in the present panorama of invasion. Canadian and United States and British soldiers now see the GM label on item after item of their equipment. They find G.M.-built war products flowing to them in an ever-increasing volume. For, examine the munitions scene as you

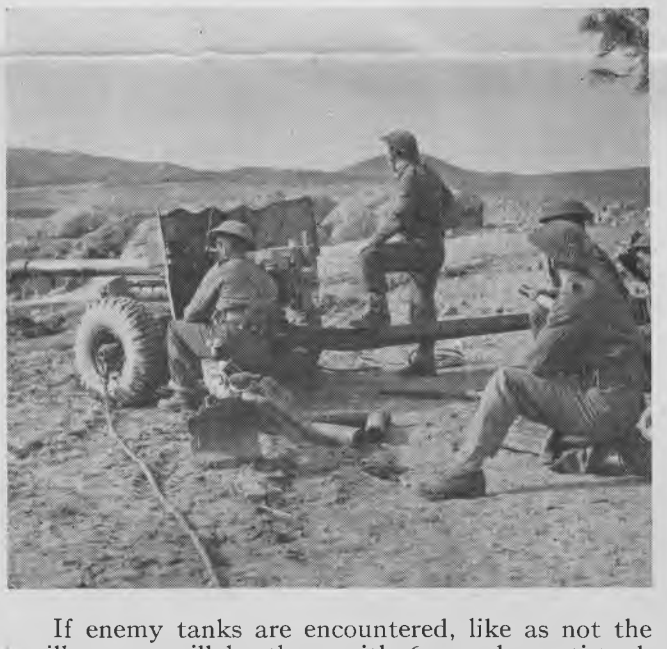
Meanwhile "Ducks", the product of G.M. Truck and Coach, are ferrying shock troops and supplies ashore. Not stopping at the beach, either, but going on to establish the spearhead thrust as far inland as strategy deems sound.

Military transport vehicles, bearing the stamp of "G.M. Oshawa", come ashore from landing barges and their Windsor-built engines carry them "up the line" with the infantry and engineers who have long been awaiting this ride.

Fifty other types of vehicles now come into use and, whether it is an ambulance or a wireless or field workshop, Oshawa and Windsor and St. Catharines workers of G.M. may count themselves as "effectives".



Closely co-operating with tanks are men of the infantry and they are armed principally with machine guns, possibly B.C.I.-built Brownings, which are not only used on Mark IV tanks but by ground troops as well.



If enemy tanks are encountered, like as not the artillerymen will be there with 6-pounder anti-tank guns, many of them bearing the label indicating manufacture by G.M. employees of Regina Industries, Limited.

Speaking of guns, the 90 mm. anti-aircraft gun will be playing its part in any Big Push. This weapon is from Chevrolet in U.S.A., and is typical of products from sister divisions of G.M. of Canada.

Guns, planes and vehicles are carrying the weight of the advance. Among the essential parts for guns are the sights. G.M. workers at Regina Industries Limited are responsible for some of these.

The whole invasion might fail if it were not for the softening up of strategic plants and positions behind Axis lines. The Mosquito fits into that department. Oshawa G.M. fuselage workers helped.

Not that Mosquitoes are the only G.M. aircraft. Many bombers powered with Pratt and Whitney engines might properly be considered war products of Chevrolet or Buick in U.S.A.

IN THE PICTURE

Written In The Skies And On Road To Berlin

will, the pleople of General Motors will be found among the No. 1 producers. This of course, is particularly true of General Motors of Canada, where production of Arms for Victory dates from 1939. "Once we get rolling" used to be the comforting assurance we gave ourselves. Well, now we're rolling and the Big Push is on, so let us each individually try to place ourselves in the picture of the 1944 advance and decide whether, as G.M. workers, we are doing our part of what is sure to develop into the supreme effort of World War II.

Assuming a landing in force is being made, anti-aircraft fire would be needed to knock interfering Axis planes out of the sky. So men who helped build Oerlikon guns and mounts are in that picture.

Meanwhile enemy surface craft must be held in check, so G.M.-built planes or possibly P-40's with Allison engines are delivering the stuff G.M. workmen built into them at the factory.

Swift sorties into enemy territory must be made as the grand plan is developed. Reconnaissance cars, lightly armoured and armed but speedy and maneuverable, are adaptable to this phase and again Oshawa G.M. men can claim to play a part.

If the resistance is tough, the full armoured car comes into service and again "G.M. Oshawa" is in evidence as the "Fox" goes into action with its power-operated turret and quick-firing machine guns.

All of this is to prepare the way for tanks, perhaps the Fisher-built or Buick-built types; or the Ram, with a lower hull turned out by workers in the North Plant at Oshawa.

Second only to manpower in any invasion is the supply of ammunition. If you examine the fuses of shells of all kinds, you will probably note the mark of MacKinnons, St. Catharines (G.M.)

When guns and vehicles are knocked out, spares must be close behind if repairs are to be effected. That's when the advance depends on the men and women who work in spare parts departments.

All this time the navy is supporting the landward thrust. A great deal of naval equipment is G.M.-built, not the least being assemblies for torpedoes. Again St. Catharines workers are responsible for some of these.

Products of steel are not the only war materials that come from G.M. workers. G.M. men and women are sending life-saving blood serum, too. The aim is one blood donor for every soldier.

GM'S Impressive Contribution To The Invasion Is Just a Lot of Jobs Added Together

SO whatever small part we assume as individuals in the G.M. war picture, whether we are office workers or out on the line, we may multiply our war effort by three or four hundred thousand and realize something of the role we and our Company are likely to play in a Big Push. The draftsman on the blueprints can reflect that there are enough acres of G.M. war blueprints "to wall-paper the sky"; the artisan can say with pride there is scarcely a type of war product that he and his fellows don't turn out; the G.M. dealer and his staff can take pride in maintaining domestic cars and trucks in shape to support the big Canadian war effort. All of us, if we are giving of our best, buying bonds and war saving certificates, supporting every war effort, can justifiably take a measure of satisfaction in the big bodied, hard-hitting, contribution the 107 plants of our own outfit are making to the United Nations march on Berlin.

That's what we mean when we say every G.M. worker in Canada and the United States can put **himself** into the picture of the 1944 invasion.

GM
GENERAL MOTORS

VOLUME 3 OSHAWA, JANUARY, 1944 NUMBER 1

Published monthly for employees of General Motors of Canada, Limited

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• Editorials •

I RESOLVE . . .

Sure, the wolf packs are temporarily beaten but every day bodies of our sailors are still being washed ashore from the seas. Sure, we are winning in the air, but hundreds of our airmen fail to return from their dangerous missions every day and night over enemy territory. Sure, we seem to be winning the great land battles, but the lists of dead and wounded fill more space in the newspapers every day, and soon they will be much, much worse than we ever dreamed of.

You may say, "I know all this, but what can I do? I am only one person." Well, Canada is just 11,000,000 times you. If everyone here and in the other United Nations were willing to work and sacrifice as much as you are, would we win the War? If you can honestly answer yes to this question, then you can do no more. If you are not quite sure how about testing yourself by these New Year's resolutions:

1. Within my power and with the help of God, I resolve to work every second as though I were under fire on the front line and my life depended on keeping going.
2. I shall do everything in my power to see that no engine, no army truck, no airplane and no gun fails because my part of the job was not well done.
3. I shall not be late or A.W.O.L. without a reason I can square with my conscience.
4. I shall buy and hold Victory Bonds—to lend our country the money it needs to fight the war to victory.
5. I shall pay willingly my share of the increased taxes that Canada needs.
6. I shall give my share to the Red Cross and Community Funds and my blood that wounded men may live.
7. I shall reduce my debts, buy only what I need, refuse to deviate from rationing rules, make what I have last longer and co-operate with all Government win the war campaigns.
8. Finally, I resolve to conscientiously work and pray and act every day for victory and a just and lasting peace.

THE ONE FOR ONE COMMITTEE

The employees' One-for-One Blood Donor Committee, which was organized late in November, is already half way toward the objective of securing enough new pledges to match the number of armed forces men from the Oshawa plant by an equal number of GM blood donors at the local Red Cross Clinic. The chairmen in different sections of the plant and office are to be highly commended for the excellent way in which they undertook and are carrying out this all important patriotic campaign. The attainment of five hundred new names before the end of 1943 and at least an additional 500 in the first months of this year will constitute a real achievement.

ALL VETERAN EMPLOYEES TO BE LISTED

A keen interest has been shown in the list published in the December War-Craftsman of employees who had served over 25 years with the Company. It appears that many did not completely understand the method used of making up this list. Only those employees who, according to employment office records, originally joined the GM staff in the months of October, November and December were shown on the list. Moreover, the list only included names of people whose records are kept at the Oshawa plant. In the March issue of the War-Craftsman, another list will be published including veteran employees who originally started with the Company in January, February and March. By using this method, we shall be giving recognition to every eligible employee when the series is completed in September.

"EXODUS"

Ahead the line where sea met coast,
Behind the dust of Pharoh's host,
And Moses, just a chap like us,
Lived out the book of Exodus.

He knew, of course, his God was wrong
In choosing him—he wasn't strong.
He's often told the Lord his doubt of it,
But somehow, couldn't talk him out of it.

So Moses cried again, "Make clear
Exactly where we go from here.
At press time it is even betting
We'll take a beating or a wetting."

The Lord, a patient Person, said,
"The Plan's unchanged, just march ahead."

Who thought we'd face as man and nation
This same Mosiac situation—
Ahead a crimson sea of fears,
Behind the marching of the years?

Who was to guess that God would make
That same unreasoning mistake
And hand responsibility
To timid souls like you and me?

So we in turn, cry out, "Make clear
Exactly where we go from here.
Our people tend to make a fuss
Like people did in Exodus.

What does the Lord still patient, say?
"Ahead! There is no other way."

LT.-CMDR. FRED WATT, R.C.N.V.R.
Radio Show - "Bards in Battledress"

AN HISTORICAL YEAR

"We Will Win the War in 1944 . . . The only thing needed for us to win the European war in 1944 is for every man and woman, all the way from the front line to the remotest hamlet of our two countries to do his or her full duty".—General Dwight D. Eisenhower.

It would seem certain that 1944 will be recorded in the history books as the year when the second World War came to an end in Europe. But even though the crushing of the Nazis will mean a triumph for humanity, it will be a tragic triumph in thousands of homes where a life they loved has been laid down as part of the frightful cost already paid and still to be exacted for victory. Now, if ever is the time in history when men should "take increased devotion to the cause" for which "they" gave their lives, and "Resolve that these dead shall not have died in vain." To this end it is vital that the spirit and co-operation which has knitted together the members of the United Nations and various factions within each nation into a magnificient fighting force for victory shall "carry on" until the peace is also secured. This does not mean that differences of opinions between groups of like minded people within the country should not arise. Honest disagreements are the life blood of democratic and industrial progress. But in a world the like of which, for opportunity and new horizons, men have not known for a thousand years, if we are to keep the faith, we must fight for "the right" before we fight for "our rights." We must be prepared to "give" as well as "take" in the new dispensation of human freedom and progress. The rule in the game of life, if it is to be played at its best, is still the same as when it originated nineteen hundred and forty-four years ago with the beginning of the Christian era.

1944?

GEMS OF HUMOR

Police Judge: "Well, Sam, about your son stealing those chickens. I've decided to let him off this time. but why don't you show him the right way?"

Sam: "Ah done tried hard, Judge, but he goes and gets hisself caught anyhow."

* * *

A Betty Grable-ish young thing was watching some soldiers drill. A rifle volley rang out. With a scream the lovely young lady shrank back—into the arms of a young soldier.

"Oh!" she exclaimed, blushing, "I was so frightened by the rifles, Won't you please forgive me?"

"It's all right," the soldier assured her "Let's go over and watch the artillery."

* * *

A woman driver ran into an embankment and bent a fender. It worried her. She went to a garage and asked the mechanic: "Can you fix this fender so my husband won't know how it was bent?"

The mechanic looked at the bent fender and then at her, and said: "No, lady, I can't. But I'll tell you what I can do. I can fix it up so that in a few days you can ask your husband how he bent it."

* * *

In the early days of the war, the officer in charge of a British station in the heart of Africa received the following wireless message from his superior officer: "War declared; arrest all enemy aliens in your district." With commendable promptness the superior officer received this reply: "Have arrested seven Germans, three Belgians, two Frenchmen, four Italians, one Dutchman and an American. With whom are we at war?"

* * *

Mrs. Jones was spending a day in bed with a severe cough, and her husband was working in the back yard, and hammering nails into some boards. Presently, his neighbour came over:

Neighbor: "How is your wife?"
Jones: "Not very well."
Neighbor: "Is that her coughin'?"
Jones: "No, you fathead, it's a hen house."

HELP WANTED

These are GM men in the armed forces whose addresses we have been unable to secure. Information concerning their whereabouts would be greatly appreciated. Please write or call the War-Craftsman, Local 797.

* * *

Vernon G. Asselstine, John A. Archambault, William H. Atyeo, Clarence Baird, Alfred Clouatre, Rupert J. Clary, Robt. G. Crowe, Keith H. Clarke, Nick Code, David H. Cooke, Allan Crozier, Kenneth C. Cummings, Alton Dunk, Arthur H. Fisher, Thos. R. Ferguson, Donald S. Gillies, David Gilbert, Donald E. Glover, William H. Goheen, Ernest Graine, Arthur Gower, Wallace W. Hedger, Ernest K. Hilts, Vincent M. Kelly, Ted J. Kuzniar, Melville T. Lakey, Robt. LaBrecque, Curtiss G. Lalonde, Garnet W. Lawrence, Harry R. Lawrence, Thos. Lancaster, Peter Lenchak, Geo. H. Lock, John Lovelock, Harry Lovelock, Calvin W. MacDonald, Wm. K. MacDonald, Jas. H. MacDonald, Noel Middleton, Harry William Moore, John McKenna, Alfred B. Naylor, John M. O'Donnell, Herbert Ovenden, Clifford G. Pilky, Gregory J. Rivers, Lloyd H. Rorabeck, Geo. D. Rosenplat, Nicholas Siblock, Merlin J. H. F. Smith, Thos. H. Stapleton, Eldon R. Steeves, Jas. T. Stephens, Jas. C. Stevenson, Donald S. Sugden, Gordon W. Tripp, George E. Trites, Norman Webster, Gordon H. Wernham, John E. Wilkins, Frank Wilkinson, Michael Wladyka, Richard G. Wolfe, John E. Wood.

GM People in Pictures

THE MYSTERY PICTURE of the month is said to be of two well known veteran employees of General Motors at Oshawa. They are all dressed up for a party, so we are told, where a great many GM men renewed their youth with fun and games. Know who they are?

10,000 MILES FROM HOME is "Marnie" Black, General Motors overseas parts expert, now stationed in India. He is shown here beside a skyroad sign near Bombay. Two other GM parts and service experts now in India are Bill (W. E.) Waffle and W. E. Mitchell.

SERVING ON TWO FRONTS during this war, Harry Pearson is a production man at the Engine Plant. Harry joined the Royal Navy in October, 1909, and served in the last war on many famous ships. He was on H.M.S. Hercules during the battle of Jutland. In 1929 he joined the G.M. staff and re-enlisted in the Navy from there in 1940. Honourably discharged in 1941 he returned to his job at G.M. Above Harry is seen on the deck of a submarine at Malta in 1919, at Halifax in 1940, and at his home in Walkerville. The photo on the radio is nephew Wm. J. Dewar, a G.M. man in the navy.

ONE W.I.T. LOAD is made up of six employees of the Walkerville Engine Plant. Left to right they are Henry Barkoski, Edna Campbell, Harold Knapp, Mary Tellek, George Weldon, Peter Voin. The Wartime Industrial Transit plan has worked smoothly in all G.M. plants saving thousands of gallons of gas and much rubber, both vitally needed in the armed forces.

PRESENTATION OF "V" FLAG to Walkerville Engine plant employees after the recent 5th Victory Loan Drive. Due to Windsor Loan Headquarters exhausting their supply of flags, the presentation had to be held over for some weeks. Engine plant people were all proud to receive this recognition.

PROUDLY DISPLAYING the "Victory Flag" which they helped win for Regina Industries, are nineteen of the twenty-three bond salesmen who put the drive over the top at the Regina plant. They are, back row, left to right: F. J. Pierce, R. W. Vollhoffer, H. E. Copland, H. J. Meeds. Middle row, left to right: L. P. Kommes, C. A. Lunberg, E. R. Wilson, R. E. Bird, J. Killoh, J. W. Isaac, C. W. McDonald, W. Cooper, D. Brock. Front row: J. H. Hannaford, E. R. Vollhoffer, F. Wood, J. E. Buck, R. Urquhart. Missing from the picture are R. Aston, J. F. Snyder, L. B. Brown and F. H. Ellis.

CAFETERIA MANAGER, Sam Pappas, recently won a $100.00 Victory Bond draw but refused to take it, saying that one of the boys or girls in the shop who supported the Victory Loan to the limit of their ability, could have another chance. Schaeffer in Dept. No .1, R.I.L. was the lucky guy. Well done, Sam.

FRED WOOD, LEADING BOND SALESMAN, at R.I.L. with a score of 155%, receives the Victory Flag from H. F. Thomson, K. C., provincial chairman of the National War Finance Committee. In the background is Mr. W. C. Ferguson, city chairman of the Victory Loan Drive. With a quota of $115,000. the Regina Industries employees smashed over the top to subscribe a total of $138,250.00. The enthusiastic response by all G.M. people to the Goverment appeal in the Fifth Victory Loan Campaign has been a high point in the company's history.

Former Chief Engineer Dies In Eightieth Year

Wm. H. "Dad" Moyse Was Pioneer In Automobile Business

A familiar figure around the GM plants in Oshawa until just a week before he was suddenly called by death, "Wm. Henry "Dad" Moyse is part of the tradition of the 35 year old automobile business in Oshawa. Mr. Moyse, former chief engineer at General Motors was also known to automobile men all over the United States and Canada, as a pioneer in the enterprise of building better cars for less money as the years went by.

When the McLaughlin Company entered the automobile business, "Billy" Moyse was called to Oshawa to assist in the production of the "horseless carriages" in 1908. In the early days he personally tested every automobile produced in the local plant to be sure they were in good working order. Since he possessed a natural bent for mechanics and an inventive mind so essential

WM. H. "DAD" MOYSE

to a growing business, he was soon made Chief Engineer of the McLaughlin Motor Car Company.

Mr. Moyse spent many months of each year in Flint, Detroit and other American automobile centres, where he obtained a knowledge of latest developments in the automobile field and traded his experiences with well known automobile engineers of the day. President R. S. McLaughlin and Mr. Moyse spent many months together picking up engineering ideas and new designs in Europe. Mr. McLaughlin referred to his friend "Billy" Moyse as a natural engineer, who was credited with many advances in design and inventions as the industry developed. "Dad" Moyse will be missed by everyone from the President to many of the newest employees, whom he was always anxious to help along with an encouraging word.

Regina GM Man Prisoner Of War In Germany

Veteran of nineteen flights over Germany and occupied Europe. Pilot Officer Les Crome, a GM Regina man, formerly reported missing after an operational flight, is now officially disclosed to be a prisoner of war in Germany. P.O. Crome's parents recently received word of this fact after several anxious weeks. Les., a member of the GM office staff at Regina, joined up early in the war. He participated in the first shuttle raids on southeastern Germany from bases in England and North Africa.

All Material In Or Out Is Under "Traffic's" Eye

(*Continued from page 5*)

planned. While the long distance conversation was in progress, a check call was put in to the Traffic men, who came up with an answer in less than five minutes. "The vehicle is on Canadian National car No. 666, running at this moment between Peterboro and Havelock, its destination Ottawa," was the information provided by Harold Coppin, Traffic Manager.

Particularly in war time it is necessary to keep perpetual record of the location of all railroad cars carrying GM equipment in any part of the country at any hour of the day or night. Over the past year carloads of material have been routed over more than seventy different railroads in Canada and the United States.

Train Reservations

Traffic handles all travel reservations by plane, train or boat; plans itineries and secures hotel rooms where necessary. All phases of plane, rail and truck shipping, including the routing of shipments, billing, loading, tracing, classification of freight and approving freight bills is one by the Traffic Department Staff.

The Staff Garage is operated by Traffic men, who handle the maintenance and upkeep of company cars, obtain license plates, gas ration books and drivers' licenses. Staff Garage men pick up and deliver all mail to and from the Post Office and plant and handle all rush express delivery of special parcels in the plant city. They pick up and deliver visiting Company and military personnel to and from railroad stations and airports, when on important missions, in which conservation of time is a vital factor.

Cliff Theberge, who was recently transferred from headquarters in Hamilton to the Parts Merchandising Department at Oshawa, had a pleasant surprise arranged for him by the Traffic Department. "I just found out about a house on Tuesday," says Cliff, "and called the Traffic Department, barely hoping they could help get me moved in two weeks. Much was my surprise when they called me back in less than an hour and asked me if I could be ready to move on Friday. 'Could I!' I answered. It seemed like such a miracle for these days that I could hardly believe it." The Traffic Department looks after the moving and transportation of GM families transferred from one location to another.

All Time Tables

If you want to know the time and place to catch a train, bus or plane, anywhere from Memphis to Timbucto you can get the information by telephone from the Traffic Department. In addition to local travel agency schedules, they have a 1440 page book, issued monthly which gives all information on the various means of transportation all over the continent.

Some months ago it was found necessary to send "expediters" all over the continent to check on the progress of vital materials and assist sources in rushing these materials to GM plants as quickly as possible. These expediters sometimes have to travel thousands of miles in a week. "Much was my surprise," says one expediter, "when hoping to get back home by a certain week end, I called the Traffic Department to ask what time I could get a train out of St. Louis a week from next Saturday? 'Just a minute,' they said, and believe it or not that's all the time it took them to find out what time I left St. Louis and when I would be back in Oshawa."

Detailed accounts that record times and places in transit are kept of shipments, both for incoming and outgoing products. Shipping papers, complying with all army and railroad regulations must be issued accurately and routed to their proper destination.

Bridges and Tunnels

There are some hazards that the average person might not think of in passing through a tunnel or over a bridge, which the Traffic Department have to consider in routing many shipments from one point to another across the continent. For example, Buick frames, used in peace time production had to be routed a hundred miles off the shortest distance by rail to Oshawa because they had to be set up in specially equipped cars, which were too high to clear a tunnel on the best route. Traffic knows where any tunnel is located that is apt to prove embarrassing, either because of its inadequate width or height on any railroad line over which our loaded equipment passes.

The traffic Department must know all the rules and regulations of freight and travel authorities. Theirs is a 24 hours every day job.

Regina Employees Star In Little Theatre Group

The Regina Little Theatre opened the 1943-44 season with a very fine presentation of Sheridan's "School for Scandal" and seven of the leading roles were played by employees of R.I.L. To back them up there were three more employees working behind the scenes.

"THE SCHOOL FOR SCANDAL" with T. W. (Bud) Wynn, Engineering, Les Hodgkinson, Power House, R. L. Salisbury, Engineering; Bessie Minty, Engineering, Lloyd Measner, Purchasing John Unsworth, Inspection; Charlie Parks, Stock Room No. 4.

R. L. SALISBURY with and without make-up for the part of rich uncle in "The School for Scandal". This make-up required one and one half hours to apply.

WORKING BEHIND THE SCENES: Gomer Jones (Lighting) Inspection Board, Jim Dean (Scenery) Engineering, Bill Courtney (Scenery) metallurgist.

War Tested GM Trucks In Chicago Museum

Canadian Built Vehicles Win Immortality in B.W.I. Display

Bullet-scarred war vehicles built by GM people in Oshawa and Walkerville are the centre of attraction at an exhibit recently opened by the British Government in Chicago's Museum of Science and Industry. The Canadian vehicles, along with a quantity of captured material and relics of action in North Africa, are attracting a great deal of attention. By placing on view the war equipment which was either

used or captured by the British during their Libyan and other campaigns, the British War Information service is helping to give the people of the United States an insight into the progress of British arms.

Next to a German Stuka, captured when it made a forced landing on the Gambut field in Libya, stand the General Motors military vehicles with many scars bearing evidence of experience in battle.

There is a light artillery tractor, used primarily for towing British field pieces. It carries tools, ammunition, food, water, a Bren gun, and a two-way radio so that it is self-sufficient for a week or so. A three-ton general purpose truck, with its long body can carry eighteen men with full equipment, food, water, repair parts, ammunition. Or it can be fitted up with a gun hook for towing field pieces. A general transport truck, fifteen hundredweight, is used by the British to carry troops, water, ammunition, to search mine fields, or to provide light anti-aircraft protection.

A check of serial numbers reveals these fighting vehicles were among the earliest built at General Motors.

What's

BY CAT

Lady From Leeds

We would like you to meet Miss Margaret Berwick, of Leeds, Yorkshire, England. To the best of our knowledge "Peggy" is the only "guest of Canada" working in the Oshawa plant, and is in the Inspection Department of the Aircraft Division. Back in the summer of 1940 when it looked as though England was going to take a pasting from Jerry, Papa Berwick decided to send his two daughters to Canada. So after crossing on a boat normally intended to carry 200 passengers, but had 800 on board for this trip; being fired at twice by torpedoes, (which missed) Peggy and her sister arrived in Oshawa, in July, 1940.

MARGARET BERWICK

Peggy is a very comely Yorkshire lassie as you can see from her photograph, reproduced above, speaks with a beautiful English accent (and incidentally accepts good-naturedly the ribbing of some of the men in her department on her broad A). Her post war plans are indefinite. Whether or not she will stay in Canada seems to depend upon a lad in air force blue.

More Sugar? No

There doesn't seem to be much hope of sugar rationing being abolished—at least in the very near future anyway. The sugar plantations of the Philippines and the Netherland East Indies are still in enemy hands, so those sources are closed to us. Cuba is still the only large source left open to us, but shipping space is at a premium

[illegible] each other. Cynics might call it a bit of tear-jerking melodrama, even impossible, but it's very, very real and the technicolor intensifies this feature. Roddy McDowall as the boy, again turns in an excellent performance, and remains one

MISS DOROTHY BARBER is an important cog in the wheels of Regina Industries. She sits at a desk in the lobby of the R.I.L. office building and efficiently steers visitors to the right places; sends calls into the plant to bring out department heads; routes telephone calls through the entire building. Miss Barber is the telephone operator and receptionist, and the way she addresses and meets the public sets the pattern for the first impression the public gains of Regina Industries.

Wrens Aweigh

Do you remember Shiela Wallace, who used to be in the Export Department? Here she is in her Wren outfit—and we think she looks pretty nice. After her basic training at Galt, Shiela was posted in Halifax, but just recently she has been sent to St. Hyacinthe, Quebec for a special course in teletypist work, which is a boost for her. You will be glad to know that she's enjoying her work in the Women's Navy and is quite happy, and looking forward to her first furlough in January.

SHEILA WALLACE

Here's another Wren from our ranks—Muriel Sturch, lately of the Cost Department at Oshawa. Muriel has been posted to the other coast—Esquimalt, B.C. Her mother reports that she just loves it and, there's no kidding about it. One report: "I really like it. I like the climate, (roses are blooming here). I like our living quarters, which are all new, and the girls are wonderful."

MURIEL STURCH

Send It Right

There is one phrase, familiar to those who write to their friends and relatives in the Dominion's armed forces overseas. This is "Canadian Army Overseas." Many Canadians have the happy belief that by just writing the magical phrase on an envelope, the letter will eventually reach its destination, whether the person is in the heart of London or the wilds of Timbuctoo.

At the Base Post Office in Ottawa, all mail is sorted first into the three services, then into units. When the bags leave Canada they are ready for direct delivery to the various units. The length of time required to get a letter to its destination, depends to a large extent on the details of the address on the letter.

According to postal officials, the most serious omission in the address nowadays is the correct number of the unit. For instance, a letter addressed to the Canadian Armoured Corps or to "D" Company is inadequately addressed. There are, after all, many units in the Canadian Armoured Corps, and many more "D" companies. The ommission of the all-important personal regimental number actually causes less inconvenience and delay than the omission of the unit number.

During the temporary period immediately after a soldier goes overseas "Canadian Army Overseas" is the correct and official address. However, as soon as a more detailed address is available, it should be used.

MR. AND MRS. O. K. PETRE, whose wedding took place at Centre Street United Church Parsonage, Oshawa, recently. The bride, nee Ruth M. Hicks, is a member of the Payroll Department and the groom is of the Engineering Department.

MR. AND MRS. JAMES D. S. YOUNG who were married recently in Windsor. The groom is an employee of the Walkerville Machine Repair Department.

L.A.C. AND MRS. GORDON W. DAVIDSON, pictured signing the register when they were married recently. The bride, formerly Jane E. Mutton is a member of the Walkerville Engine Plant accounting staff and the groom is attached to the R.C.A.F. at Winnipeg.

Rivet-Packin' Grandmother

THE War-Craftsman is gratified to have a response to our last month's query about grandmothers working in GM plants. Here is Mrs. Rose Pearn, who is definitely an out-

MRS. ROSE PEARN

standing grandmother. In the first place she is only 37 years old, and not once a grandmother but twice; she is a rivetter on Mosquito nacelles; she efficiently manages a home and family; she has made five donations to the Blood Donor Clinic, as well as pledging 12 first time donors; is an active member of the Ladies' Auxiliary of the 11th Tank Regiment and is chairman of their Bingo committee. Her Committee is responsible for sending cigarettes to over 400 boys on active service.

Mrs. Pearn's husband, Pte. "Cec" Pearn is again serving Canada in this war. He is with the Hastings, Prince Edward Regiment, stationed at Camp Borden. Mrs. Pearn's daughter, Mrs. Dorothy Zedic, has two children, both boys, one 17 months and the other six weeks.

The War-Craftsman "orchid" goes to Mrs. Pearn this month, whose achievements are quite remarkable. She is not only a very youthful grandmother, but a very busy and patriotic one. Her combined war effort is an excellent record.

GM Sales Managers Prepare To Rebuild

Dealer Organizations Face Future With Great Confidence

A special Committee of nine bona fide dealer sales managers elected by other sales managers in their respective districts across Canada, recently met at a special conference in Toronto. General Motors is proud of having many excellent dealer sales managers with a wealth of background and knowledge that is extremely valuable. Rather than depend solely upon their own judgment, the Sales Department decided to draw upon the advice and experience of these men, who are seasoned with years of actual selling conditions, in formulating long range plans for marketing General Motors products in the post war period.

Dealers and sales managers will then naturally rebuild their sales forces and continue to introduce the finest methods available until quality salesmen are again trained to represent General Motors cars and trucks to the public. A well trained staff is also essential in selling genuine General Motors parts, accessories and quality service.

"Over the years," says E. J. Umphrey, Director of Sales, "GM dealer organizations have built up a sales group that is in a class by itself. We in the Sales Department are anxious to do everything in our power to assist our dealers in maintaining the splendid reputation they have built up."

The Committee studied the necessity of post war planning now; the post war market; the qualifications of future retail salesmen; and many other vital subjects in the dealers' programme.

The effects of the Conference were summed up in this way: When you see the results in the near future, we believe you will share with us the feeling that this special Conference of Retail Sales Managers has been a really constructive step towards more successful business.

Commandos' Mascot Symbol Of Courage

Brother Plays On Regina Team Now In Mid Season Form

An accident on a railway track robbed Richard Bell, 14, of his legs and his hopes for a hockey career; but his courage and his fortitude have overcome the former and now Regina Industries' Commandos are giving him a chance to get in on the end of the line where you hear the cheering of the crowds and know it is for your teammates.

Dick Bell, of course, won't be in there skating for victory as the Commandos go through their schedule; but as stick boy and mascot he'll be there passing out the sticks and the pucks and the sweaters, and generally the ammunition for a league victory.

Dick is a brother of Harry Bell, who works in the plant and has a berth on the team.

In January, 1940, while returning home from school, the boy fell under the wheels of a train of gasoline cars near his home. When his school principal went to his aid he found the lad's legs terribly mangled. The boy, however, was conscious and he urged his principal not to "tell mother." When he reached the hospital he took off his own windbreaker before going to the operating room where it was found necessary to amputate his legs above the knees. The next day he said he guessed any chances he had of playing hockey were all over.

Pictures of five members of the Commando's team are shown in this page and if these pictures tell the truth, they should be pretty tough competition for any western aggregation this year.

Generals 1944 Schedule (At Home)

Jan. 1—Marlboros.
Jan. 8—Port Colborne.
Jan. 12—Galt.
Jan. 22—St. Michaels.
Jan. 26—Stratford.
Feb. 5—St. Catharines.
Feb. 12—Hamilton.
Feb. 23—Young Rangers.

SPORTSHORTS

The main office hockey league completed the first section of its schedule with the teams in the following order: Payroll, Combines, Engineering and Accounting. Fans say that the brand of hockey has steadily improved as the players have become used to each other. The office boys are playing a fast game with few penalties. There is a keen spirit of competition between the teams and it looks as though fans will be rewarded by seeing some good games in the second half of the schedule.

January Schedule

Jan. 5—Accounting vs. Combines. (Referee Love.
Jan. 7—Payroll vs. Engineering. (Referee) Forrester.
Jan. 14—Engineering vs. Accounting. (Referee) Hammill.
Jan. 19—Combines vs. Payroll. (Referee) Love.
Jan. 21—Payroll vs. Accounting. (Referee) Forrester.
Jan. 28—Combines vs. Engineering. (Referee) Hammill.

BOWLING SCORES

The War-Craftsman expected to have a complete list of bowling highlights from the various plant and office leagues for this issue but several secretaries forgot to put the editor on their mailing list. Can you help us get the dope for the February issue?

GENERALS IN BATTLE DRESS

Reports have been received that two former players with the Oshawa "Generals" have arrived in England and taken up their posts for the final assault on "Fortress Europe".

Sgt. Ross "Rube" Waddell, received his Air Gunner's Wing and sergeant's stripes at Mont Joli in October, and landed in England safely on Nov. 16, 1943.

Pte. "Scotty" Reid, writes from England, "I would like to be in dear old Oshawa for Christmas. I find the girls over here different, so just between you and me, I'll take an Oshawa girl anytime. Our outfit is run on General Motors trucks and they sure keep up their high standard in any weather or country."

HOBBIES

IN a Grammar School at Leeds, England, shortly before the last war, Geoffrey Sykes did not learn much readin', writin' and 'rithmetic. His teacher early discovered that Geoffrey was handy with a paint brush and sketching pencil. So he was put to work illustrating epic poems like "John Gilpin's Ride" and other historical events taught in English schools. At the age of twelve, the young artist's first oil painting won a prize in a contest.

Joining the British Army in 1915, Geoffrey served in France in the last war. He was a victim of the German army's first gas attack on the western front and has never completely recovered from its ill effects. But, fortunately, he has been able to carry on his art mostly as a hobby.

Since coming to Canada in 1922 his work has been exhibited and it has attracted favourable comment by art critics in Vancouver, Toronto and Oshawa papers.

Geoffrey Sykes is now an employee of General Motors in the Shipping Department. He still spends week ends and nights sketching, painting and following his other hobby, which is classical music. For years he has been browsing through music books, getting knowledge of composers and performers, many of whom he has painted on canvass from life masks and sketches he has found in these books. Hanging on the walls of his studio in his house on Nassau St., are oil portraits of several music masters The favorite master of the artist and his wife, who is also a music lover, is Beethoven. Albums of Beethoven's and other music master's works are always at hand for them to play on their radio-phonograph.

Illustrations on this page show Geoffrey Sykes with some of the paintings of which he is particularly proud and an assortment of his sketches.